

GREENSBORO DEPARTMENT OF TRANSPORTATION

TRAFFIC ZONE news mag

TIMEKEEPING FOR
NON-EXEMPT EMPLOYEES

DUMP THE PUMP '08

SUMMER 2008

GTA GOES
HYBRID

2009 - 2015 TRANSPORTATION
IMPROVEMENT PROGRAM UPDATE

GDOT HOLDS TRANSPORTATION NEEDS
PUBLIC MEETINGS

A MESSAGE FROM THE ACTING DIRECTOR
ADAM FISCHER



VOLUME 32 SUMMER 2008

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TRAFFIC ZONE

EMPLOYEE NEWSMAGAZINE

The Traffic Zone employee news-magazine is the department's printed resource source for employee information and communication. The document is published twice a year and is made available on the department website at www.greensboro-nc.gov/gdot. For comments or suggestions, please send emails to:

gdotquality@greensboro-nc.gov

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Adam Fischer, P.E.

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Greensboro **Department of Transportation** ***Mission Statement***

We are committed to improving safety and mobility and providing quality services to our community by:

Being Customer-focused
and Team Oriented



Being Cost-effective
and Innovative



Developing, Empowering
and Recognizing our Employees

A Message From the Director

Adam Fischer, Acting GDOT Director

GDOT Marches On In 2008!

Time flies when you are accomplishing great things! Summer is here with many initiatives already underway in GDOT and many, many more challenges ahead for us to meet throughout 2008. Funding issues will remain a top priority in GDOT. It is anticipated that State and Federal funds will not be as plentiful in the future, and funds that are available are not stretching as far because of skyrocketing costs. With the 2000 transportation bond funds already committed, it is imperative that the City continue to find local funding sources to match and leverage state/federal funding pots.

Construction prices have almost doubled in the past five years, which has reduced the number of transportation improvements that will be funded from the 2000 transportation bond. In addition to projects originally slated to be constructed from the 2000 bond funds, there are additional transportation needs that must be funded in order for the City to grow and prosper. GDOT staff has been busy compiling lists of transportation needs and conducting meetings to inform the public about recommended improvements to Greensboro's transportation system. A series of ten (10) public meetings were held during March and a final transportation needs package worth \$228 million has been developed. It is anticipated that a transportation bond for \$114 million will be placed on the fall ballot for consideration and that another \$114 million bond will be placed on a ballot for consideration in two to four years. Assembling the Transportation Needs package and conducting the 10 public meetings in March was a GDOT team effort with all the divisions active in the process. Thank you for all the extra time and effort that has gone into the development of the Transportation Needs package and in conducting the public meetings. So far the Transportation Needs package has been well received by the public and we should see significant public support for the package in November.

Another GDOT milestone that will be approaching later this summer is the Greensboro Signal System

Replacement Project. Design plans, specifications and cost estimates have been finalized for a complete signal system replacement. NCDOT will "let" a contract later this summer for almost \$25 million to replace the entire signal system. The MIS Department has included about \$1.5 million in the project for additional fiber optic cables and to upgrade network switches which will accommodate the entire City computer and communication network. The signal system replacement project will take three to four years to complete.

Other exciting challenges for GDOT for the rest of 2008 include: property purchase for a new GTA maintenance facility, new public art for the Greene Street parking deck, a downtown loading zone plan and continued planning work on the Downtown Greenway and the High Point Road corridor. There will be many more initiatives including providing quality GDOT services to the newly annexed areas of Greensboro which took place July 1, 2008.

Finally I'd like to thank each of you all for your outstanding service and commitment to GDOT and the City of Greensboro. There are numerous quality projects and initiatives underway in GDOT from small projects like the Fisher Park Neighborhood sign topper program, to big projects like the Signal System Replacement and GTA maintenance facility, to the day-to-day quality services that we provide. Greensboro has a long history of providing quality transportation services, and Greensboro's economic future will rely heavily on a good transportation system. Your continued efforts to plan for and provide quality transportation facilities and services will be critical to Greensboro's future as the new economy for this area develops. Keep up the great Quality work, have a great summer, and be safe!



Adam Fischer, PE

GTA goes on the road with Hybrid Buses

Green has always been the primary color of the Greensboro Transit Authority fleet. But the latest offering by GTA is taking green to a whole new level. For one week in July, Greensboro was introduced to the latest in fuel saving technology in public transportation. A diesel-electric hybrid bus was placed into service under a demonstration program from Allison Transmissions. This temporary acquisition allowed GTA operators, maintenance crews and the riders to get their first experience of what is hoped to eventually become an important part of GTA's offerings.

Hybrid technology has been in use for several years, starting with smaller cars such as the Toyota Prius. Recent improvements have allowed larger vehicles to tap the energy saving properties of hybrid engines, and now it is moving more into transit buses. A standard diesel bus uses diesel fuel to drive the engine, which in turn drives the wheels creating motion. A diesel-electric hybrid bus still uses diesel fuel, but not to directly drive



the engine. Instead, the engine draws its energy from high-capacity batteries located on the roof of the bus. When the batteries are in need of recharging, it uses electricity supplied from the diesel engine. In addition, braking the bus also transfers part of its energy to the storage batteries. The only time you will hear increases in engine rpm's is when it is called upon to provide additional accelerating power. This all translates into a quieter ride and less fuel burned with an engine equivalent in size to that found in a pickup truck.



When first entering the Gilig hybrid bus, you will not notice much difference from GTA's newest diesel buses.

Low floors and kneeling functions for easy boarding, wide aisles, wheelchair ramps and passenger hand rails. At 11 feet 6 inches tall, the vehicle is slightly taller than our current buses due to the battery housing on top. Once the ride begins however, you start to appreciate the other distinctions. The hybrid, in comparison to late model GTA buses of the same manufacturer, accelerates like a sports car...relatively speaking, that is. Although urban use will not necessitate high speeds, as any foreign sports car owner will tell you, "It's not that you drive it fast...it's just nice to know that you can."



The black bus with green and yellow decaling has been turning the heads of the riders as well as pedestrians and other drivers. "These are really nice" said one passenger on the Elm Street Route. "It is real comfortable, and it is great for the environment. I like it!" As I toured the bus recently, the operator could not conceal his excitement with driving the vehicle on his route. "Climate controls over here...not just on and off, but setting the actual temperature is wonderful. The cloth-covered seats are like sitting on air for the passengers. And the smooth ride...you have to feel it to believe it!" Because of the short

Continued on page 5



Hybrid continued from page

amount of time GTA would have the bus and the skills required to adjust to its operation, Senior GTA Operators with a history of no preventable accidents were given the privilege of climbing behind the wheel during this demonstration week.

Although the use of hybrids offers plenty of benefits, the biggest drawback, just like hybrid cars, are the cost. While a standard diesel bus can cost about \$300,000 to \$400,000 per vehicle, the diesel-electric hybrid runs upwards of \$750,000...almost twice the cost. Just as personal drivers have to weigh the additional purchase cost versus the long term savings on energy costs, transit fleets must do the same...plus there is another motivation. Hybrids are good for the local environment. The Triad has been designated by federal requirements as a PM 2.5 non-attainment area meaning a high presence of very fine particulate matter in the atmosphere...in short, dirty air. Among the other pollution-reducing activities, using public transportation buses with less fuel consumption and associated emissions can play an important role in reducing air pollution.



Another item GTA must monitor closely is operating the bus on Greensboro's roadways. At 40 feet long, 8 feet 6 inches wide and 11 feet 6 inches tall, the loaner is the largest bus used by GTA. Higher passenger capacity is a good thing for the growing ridership, but maneuvering room must be taken into account at narrow intersections, low bridges, tight turns and even in the bus slips at the Depot.

GTA recently received a grant to cover most of the cost of purchasing its first two hybrid buses. The vehicles have an expected delivery time of 12 to 18 months. As that first buses provide data on route operations, maintenance, service, etc., these numbers will factor into the decision to increase the number of hybrids in the fleet as the older buses rotate out of their 10-year use cycle required by the Federal Transit Administration. As hybrid use is growing in public transportation use around the world, you can be sure that "green power" will soon be serving a bus stop near you!



Administrative Section

Timekeeping for Non-Exempt Employees

It appears that Admin has been making a lot of inquiries to verify the hours recorded on the Time Card Report vs. the corresponding leave slips. Forty hours in each work week must be accounted for by either time worked or leave slips. If these documents together don't add up to 40 hours then there is be a problem that must be corrected.

Admin makes every effort to ensure that employees receive accurate compensation. Maintaining accurate time records is a shared responsibility of the employee, supervisor, and the timekeeper. The following steps help GDOT maintain wage and hour law compliant time records.

Employee responsibility:

- * Swipe time clock to record accurate time entries
- * If you forget your card, e-mail Admin to swipe you in and out for the day (If requested time punches are different from normal work schedule the supervisor must approve)
- * Inform Admin if you acquire a new badge; if you locate the old badge, please destroy (the clock does not recognize two badge numbers for one employee)
- * Write in missed swipes on Time Card Report; recalculate hours
- * Adjust time entries on the Time Card Report to reflect non-work time accrued for early arrivals / late departures noting "did not work"; if work is performed during this time no adjustment is needed; however, it could result in comp time
- * Completely fill out leave slips
- * Other earnings (to receive pay in lieu of comp time) should be recorded on a designated form - not on a leave slip
- * Sign the Time Card Report and leave slips to validate an accurate record



- * Forward all documents to your supervisor

Note: All supervisors can check leave balances in Lawson and should know if there are outstanding leave slips that have not been entered.

Supervisor's responsibility:

- * Review the Time Card Report and leave slips for accuracy of hours and leave codes
- * Discuss any discrepancies with the employees; correct Time Card Report and leave slips
- * If in doubt, contact Admin for clarification on specific pay rules (i.e. Holiday Premium Pay)
- * Approve the leave slips and the Time Card Report with your signature
- * Forward documents to Admin for processing prior to payroll cut-off

Timekeeper responsibility:

- * Audit the Time Card Report vs. leave slips to ensure accuracy
- * Verify availability of leave hours based on leave code; adjust accordingly and notify employee and supervisor
- * Clear up discrepancies missed by the employee and supervisor's review
- * Enter leave slips / Other Earnings in Lawson before payroll cut-off deadline

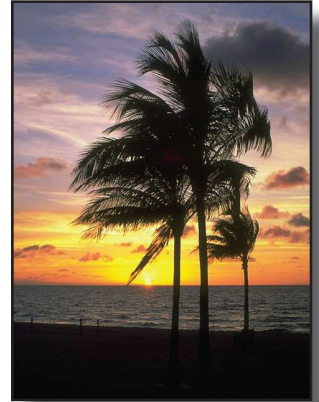
During the timekeeper's audit, errors have been found in favor of the employee as well as against the employee. Some errors that occur most often are missing Lawson ID numbers, leave slips without signatures, leave codes missing, wrong leave codes used, no leave slip submitted to cover time absent or accrued, etc.

It is Admin's goal to accurately compensate every employee. With your help this goal is achievable.

Retirement Statements

The State Retirement System will send the 2007 Retirement Account Statements to your home address. The statements will be mailed in two phases: the first phase was mailed the last week of April and the second will be mailed by early July. The criterion for mailing statements was not shared with Human Resources so therefore we do not know when your statement will be mailed. However, if you don't have your statement by the end of July, please notify LaToya Lancaster at 373-4511.

Employees may now apply for retirement when they are within 120 days of retirement rather than 90 days. As a result, those who are approaching retirement can start the process as early as August 1 for a November 30 retirement.



Technology Section

The Technology Section has been engaged in reviewing work order processes for GDOT. From this review, we look forward to developing several Crystal Reports so departments can readily track work being completed and be more informed on what is happening in their sections. These cutting edge reports will be called "Closing Code", "Sign Statistic", "Work Order Production", "Type of Work Production", and "Work Order Type Production".

I am excited to announce that our section is attempting to convert all Parking data from a paper format to an electronic format. Presently the files are located in hanging file drawers, on index cards and on aging Microfiche film. This conversion will enable the Engineering Division to easily view all of their parking data electronically. How are we doing this you ask? We are presently conducting field analysis on all Parking Metered/Non-Metered and Parking Lot areas in and around the Central Business District. At the same time, we are updating all parking data we review. Ultimately, this allows the Engineering Division to update and/or report information on the Traffic Schedule Report immediately and accurately. Also, we are working with the Planning Division to update Sidewalk, and Bike Route sign locations.



Lastly, the Technology Section is working in conjunction with MIS to introduce a new Web Base platform called "Share Point". Share Point will allow the department to easily edit the department web page, access departmental shared folders, and over all, give the "City Net" page a new look. So stay tuned for an update when this will take place. Furthermore, the Signal and Signs and Marking sections will be receiving the latest Panasonic (CF-19) Toughbook. This Toughbook will be used to build, on what was started 3 years ago, our ability to communicate with real time information wirelessly between our Administrative staff and our Field staff.

Parking Section

Meter Operations

The parking meter operations section has begun new lock installations to the 1000+ parking meters located downtown. This process will be very time consuming and will take place over several Saturdays in order to be completed. We appreciate the partnership with Signals' staff as they have volunteered to help with this massive undertaking in the downtown area.



We have recently upgraded our technology with the meter collection counting process as well. We have integrated a new program, WinWedge, to automatically capture the zone and lot counts from the meter money ran through the new currency counter and the new coin sorter/counter. This should help streamline the meter counting operations and offer accuracy to the tracking of meter monies collected and deposited each week.

Parking Spotlights Bill Ash

The Parking Operations is beginning a new series for our portion of the GDOT Traffic Zone where we spotlight an employee for each newsletter. Our first spotlight is Willie Ash, better known as Bill to his co-workers and customers. Bill is a part-time parking attendant at the Greene St. Parking Deck and typically works the evening hours and closes the deck each night. Bill has been with



Parking Operations since November 1996, serving for almost 12 years. He comes to us with a military (Go Marines!) background and transportation services in California.

Bill enjoys his job at the Greene St. Deck and most of all loves meeting new people and establishing a friendly relationship with the regular parkers. He strives to look for ways to streamline the tasks at the deck and make processes more customer-friendly. Away from work, Bill serves on the executive board of the NAACP Chapter in Greensboro and is in charge of Veteran Affairs for all veterans, including the disabled. He attends the New

Light Baptist Church and has served faithfully for many years as a deacon for this congregation. Thanks Bill for the great job you do, including your community involvement!

Moving Ahead

This is exactly what the Greene St. Parking Deck will be doing in the very near future. Approximately eight months ago, the Cemala Foundation in partnership with the United Arts Council approached the Department of Transportation with their proposal for a Public Art Initiative. One of the recommendations was to target public art to public facilities as the potential impact would be great and the art would benefit residents and visitors alike. The top selection for this recommendation was the city's downtown parking decks. The Greene St. Deck was selected to be the pilot location for this initiative with potential to enhance the other parking decks in the future.



A "call to artist" began in January 2008 and after receiving ninety-one proposals, the selections were reduced to four artists. Each of the artists demonstrated and shared their proposals and ideas for the Greene St. Deck. The artist that was selected was Ron Fondaw of Burnsville, NC. He has begun his work for the parking deck and the concept of the theme is "Moving Ahead". The artwork at each elevator tower and the corner of Greene St. and Washington St. will be a colorful display of wheels in motion. There will also include a timeline with modes of transportation that will be at street level that will run the perimeter guard wall. There will also be colorful geometric designs of ceramic tile running around the top perimeter of the deck in every other one of the recessed frames.

Parking is very excited about this partnership with the Cemala Foundation and the United Arts Council as they bring vibrancy to the exterior façade of the Greene St. Parking Deck. The artwork that is planned will have a daytime and nighttime appeal for all parking patrons. Stay tuned as the unveiling begins!

Signals Section

The traffic signal section is in the midst of another busy summer construction season. We will be starting construction of several new signalized intersections in the next few months. Those include new mast arm pole intersections at Cone & Sixteenth Street and at Friendly & Holden Road. We will also be starting construction soon on signalized intersections at Brightwood School Road & Lees Chapel and at Lanada Drive & Stanley Road. In between those projects we will be performing upgrades and adding pedestrian signals at several locations, including Lees Chapel & Yanceyville and Farmington & High Point Road.



This past May, the signal section restarted the upgrade program in the CBD. We are continuing to replace old, obsolete signal heads with new dark green signal heads to match our other equipment.

The signal section will be starting a new cross-training and employee development program in July. We will be having monthly training classes on various topics related to signal operations, maintenance and signal construction for all employees. We will also begin a rotation program that will expose all employees to the various tasks performed in the signal section. The goal of the program is to train and develop all the employees to be knowledgeable and versatile in signal construction and signal maintenance.

In training news, we have sent Joey Snead and Tony Mintz in June to get their Level II Traffic Signal Technician certification from IMSA (International Municipal Signal Association). Also in June, ITRE visited our site to train all traffic operations employees in work zone setup.

Signs & Markings Section

The Signs & Markings Section over the past months has worked on many objectives. With the assistance of Antwyan Jones we were able to create a GIS inventory on all Pavement Marking Assets. This will be extremely beneficial in identifying and tracking work management and cost information. The Sign Shop has been concentrating on Ground Mounted Street Name Sign fabrication and replacement. The marking staff has assisted with this project during the off-season which has greatly enhanced the number of signs that would normally be maintained. Also, let's not forget about annexation. We are looking at bringing sign and marking assets up to City standards within the annexed areas. Currently, our staff and equipment needs have been approved and we are looking into a funding opportunity that would save up to 50% on the cost of signing materials to upgrade the newly annexed areas. In the area of safety, the Signal Section and Signs and Markings Section have been teaming up on Tuesdays and holding a Safety Tailgate Meeting. New lines of communications are forming, ideas are being thrown on the table, resources are being identified and safety and job training is being outlined and scheduled.



Low Clearance Map to Assist Tall Vehicles

Over the years, Greensboro has battled the recurring problem of trucks hitting bridges with low height clearances. Many of the railway bridges around the city have very limited vertical clearances, some as low as 11 ft 9 in. Even though all of the low bridges within the city are well signed, some truckers still find themselves stuck under them. In the past, GDOT has implemented countermeasures such as posting truck routes to downtown and installing over-height warning flashers at various locations. While these treatments have greatly reduced the number of accidents, collisions still occur. In an effort to continue to address this problem, GDOT will soon be placing a Low Clearance map online. This map will show all bridges within the city that have limit height clearance and list the clearance. A map that is easily available to companies that ship via large truck to the City of Greensboro will allow these companies, and their drivers, to better plan their routes to their destinations within Greensboro. The map will most likely be available through cities GIS viewer as well as in PDF form from GDOT's website.



Street Lighting Update

Street Lighting Coordinator Kym Smith has been busy improving street lighting functions in Greensboro. Kym worked closely with Mary Jutte to revamp the outage reporting process. All reported outages are now tracked by the City Contact Center. Frequently, Duke Energy needs additional information to correct a problem and the improved tracking process enables quick and easy communication with the reporting citizen.



Street light outages are a major concern of citizens as well as our City Council. Kym coordinated with Duke Energy to initiate an inventory of outages along major thoroughfares within the city. Duke Energy agreed to provide personnel to conduct night time surveys to determine the number of non-functioning street lights along these routes. This night survey process began in

March and should be finished in September. When each route is completed, Duke provides GDOT with a detailed report of their findings and expedites repair of the non-functioning lights identified.

A large maintenance project has begun in the downtown area in June. Duke Energy has contracted with ALS of North Carolina to repaint the square bronze poles that support the "shoe box" and "cube" style light fixtures. These lights are found in the commercial district north of Market Street. The finish on many of these poles has degenerated over the years and this project will significantly improve the appearance of our resurging downtown area.

Transportation Needs Public Meetings

As the City of Greensboro continues to grow, demands on our transportation system are also increasing. There are a wide variety of transportation needs throughout the community. At the same time, the weakened economy is limiting the effectiveness of our transportation funding. Construction costs relating to transportation have nearly doubled since the last transportation bond referendum in 2000. All of the funds from that bond referendum have now been spent or committed to upcoming projects leaving no new sources for local transportation funding.



During the month of March GDOT went out into the community to get feedback about transportation needs at a series of ten public meetings that were held throughout Greensboro. Citizens could view information about

transportation needs in a variety of areas including roadway and intersection improvements, streetscape projects, sidewalks, greenways, public transportation service enhancements and infrastructure maintenance. Visit our website at <http://www.greensboro-nc.gov/transportationneeds/> for more information.

At these meetings we received some great feedback on the areas that we should be focusing our future transportation spending (see below for the feedback we received.) Over the coming months, City Council will be discussing options for financing the transportation needs. If approved by Council, voters may be asked to vote on another bond to fund Transportation Improvements to keep Greensboro moving forward.

Survey Responses

* What do you see as the biggest transportation problem facing Greensboro over the next 10 years?

<i>Transportation Problems</i>	<i>Percentage</i>
Traffic Congestion	43.9
Public Transportation	36.4
Pedestrian/Bicycle Accommodations	29.9
Traffic Safety	18.7
Roadway Maintenance	7.5
Railroad Crossings	.9
Other	0

* Would you support local public funding options to finance the projects that you think are needed?

<i>Funding Support</i>	<i>Percentage</i>
Would Support	72.1
Would Not Support	27.9

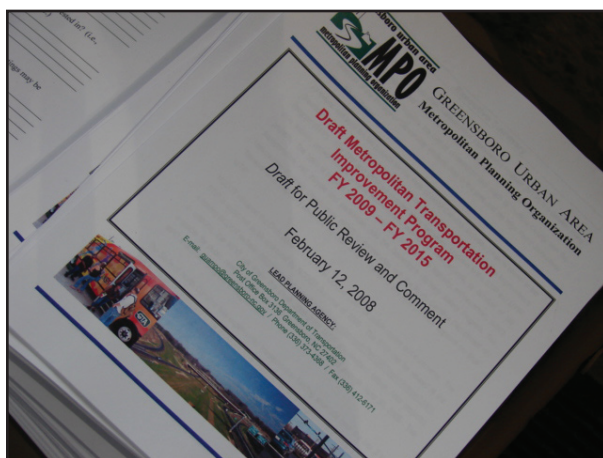
Forging Ahead with the Long Range Plan

The Metropolitan Planning Organization staff has been hard at work to update the 2030 Long Range Transportation Plan to the 2035 time horizon. The LRTP is federally mandated document which must be updated every four years. The LRTP is both a short and long-term planning document detailing multi-modal transportation improvements and policies for the Greensboro Urban Area.

Much work has been completed since last fall to meet existing and new federal requirements. The Metropolitan Planning Organization has gathered, reviewed, and analyzed information for highway, bicycle, pedestrian, freight, transit, and safety elements. Another integral component of the LRTP is the financial analysis. The financial analysis reflects the needs assessed across the various modes and demonstrates that the planning level revenue assumptions are reasonable. The air quality analysis will demonstrate if the plan and the TIP can meet air quality requirements.

The draft 2035 LRTP was taken out for public review on February 12, 2008. Over 75 people attended the meeting and 45 people submitted comments. Most people thought the LRTP was on track, but some were interested in see more bicycle and pedestrian improvements, while others were more interested in public transportation services being expanded.

A final draft of the LRTP will be available for public review and comments on June 2, 2008. A public meeting will also be held on June 9th at the Melvin Municipal Office Building. This will give the public an opportunity to review the full draft along with its air quality analysis. The final document is expected to be completed in July with approval by the Transportation Advisory Committee in August 2008.



Sidewalk Construction Continues

Thanks to a funding partnership between the City, the Metropolitan Planning Organization, and the NCDOT, the city is preparing for three sidewalk construction contracts over the next year and a half. The first of the three is planned for implementation this summer and includes projects on Caldwell St., Cotswold Ave., Friendly Ave., Glover St., Guilford College Rd., Holden Rd., Plymouth St. Randleman Rd., and Ward St. The new contract will add 3 miles to the sidewalk inventory. Limits of each project can be seen on the GDOT website. These projects are an important step in implementing the City Walkability Policy, as are the current roadway enhancement project contracts, which also include sidewalk construction. Look for more information on upcoming projects in the next edition of the Traffic Zone!

Does your street need sidewalk? Interested in petitioning your neighbors to try to make it happen? If so, contact Peggy Holland at 373-2921 or peggy.holland@greensboro-nc.gov to get more information about the sidewalk petition program. This program is targeted to residential streets and is an important supplement to the City's priority sidewalk construction projects along area thoroughfares and other major streets.

Battleground Rail Trail

Construction is expected to begin later this year for the much anticipated Battleground Rail Trail from Pisgah Church Road to Markland Drive. Future ground breaking and ribbon cutting activities are anticipated. Future phases of the trail are dependent on the abandonment of the railroad tracks to the south. Once the rail is abandoned, the trail will continue south to connect with the Southeast Trail at Lee St.

NCDOT Project News

GDOT coordinates closely with NCDOT on the Department's project planning activities. Look for the current version of the Transportation Project Update at <http://www.greensboro-nc.gov/Departments/GDOT/>. NCDOT project highlights include:



- US 220 Widening: Right of way for NCDOT's US 220 widening project from Horse Pen Creek Road to Winfree Road in Summerfield (R-2309AB) starts later this year and construction is scheduled to start in 2010. NCDOT is making final design revisions following the final field inspection for the project held in May.

- Woody Mill Road / US 421 and Neelley Road / US 421 Future Interchanges (R-2612A/B): This project will improve safety and air quality and will make US 421 a fully controlled access roadway from I-85/I-40 south through southeast Guilford County.

The permitting agencies recently agreed on an interchange design modification at Woody Mill Road to lessen stream impacts. A ramp previously shown in the northeastern quadrant will be combined with the ramp in the northwestern quadrant. Right-of-way acquisition is schedule to occur in 2009 and construction to begin in 2010.

The Neelley Road interchange design will also be revised to lessen wetland impacts. This redesign should not affect the project schedule; right-of-way acquisition is scheduled for 2010 and construction in 2014.

Designing Pedestrian Facilities for Accessibility Course

GDOT hosted two courses in April called Designing Pedestrian Facilities for Accessibility. Engineers, Inspectors, Designers and Planners attended the course to learn about the Americans with Disabilities Act requirements for pedestrian facilities and the new Public Rights-of-Way Accessibility Guidelines. An instructor from the Association of Pedestrian and Bicycle Professionals led the course, which was developed by the Federal Highway Administration and the United States Access Board.

Attendees learned first hand what it's like to navigate sidewalks and crosswalks in a wheelchair and to cross a busy city street if you are blind. The experience helped them to understand the reasons behind the rules, regulations and requirements put into place for the benefit of persons with disabilities. We believe this training will help our staff become even more sensitive to the needs of persons with disabilities during the design of all pedestrian facilities.

Almost There: 2009-2015

Transportation Improvement Program

NCDOT on the new Metropolitan Transportation Improvement Program (MTIP) for 2009-2015 since last fall. The document lists all the transportation projects that have state and federal funding and are scheduled for construction or implementation. The state incorporates the MTIP into the State TIP, which is approved at the federal level, and allows money to flow to projects.

The current MTIP has approximately \$632,000,000 for highway, public transportation, pedestrian, and bicycle projects. Several projects have been completed since the last MTIP approved for 2007-2013. Completed projects include Guilford College, Hilltop, and portions of the Urban Loop. The construction schedules for West Market Street, the Eastern Urban Loop, and High Point Road have slipped by one or two years. The section of the Urban Loop from Bryan Boulevard to US 29 also remains unfunded, but remains a priority for the Metropolitan Planning Organization.

The draft 2009-2015 MTIP was taken out for public review earlier this year, along with the Long Range Transportation Plan, on February 12, 2008. A copy of this draft is available for review at: <http://www.greensboro-nc.gov/departments/GDOT/divisions/planning/longrange/mtip.htm>. The final draft of the 2009-2015 MTIP has been on display since June 2. A portion of the MTIP will also be available in Spanish. The final 2009-2015 MTIP is expected to be approved by the Transportation Advisory Committee in August 2008. The current

MTIP is always posted at www.guampo.org (scroll to the bottom of the page). Also, please see the current Project Update Newsletter on the website for an easy-to-read version of major NCDOT and City transportation project status information.

National Bike Month

This past May was National Bike Month. GDOT partnered with Piedmont Triad Council of Governments, High Point, Burlington, PART, Bicycling in Greensboro and a host of local businesses to promote bicycling throughout the month. Free clinics on bicycle repair and commuting were held as well as a free viewing of the movie *Contested Streets*. Refuel-



ing stations were set up in a variety of locations during Bike to Work Week, with three held in Greensboro on Bike to Work Day. Four "gsosharestheroad.org" billboards can be seen in the city to help commemorate the event while reminding both motorists and cyclists to share the road. The increases in fuel costs have brought a lot of new cyclists into the commuting mix and Bike Month activities have been a great way to welcome them. For more information on bicycle commuting tips, please visit www.gsosharestheroad.org.

Public Transportation

Connecting with SCAT riders through technology

Specialized Community Area Transit (SCAT) is increasing the level of communication with our riders by offering SCAT Connect. This phone and internet based communications system allows authorized users to contact clients using up to five contact points per person such as home phone, cell phone, email and text messaging. The TTY compatible system can contact all registered SCAT riders with information on weather delays, service changes, public meetings and more. If you are a SCAT client, you should already be in our database and have started receiving messages. If you feel you may not be listed, or would like to provide additional contact information to use in case of emergencies, please notify SCAT customer service at 373-2166.



Get Going. Get the new bus smell on HEAT!

Higher Education Area Transit is now preparing for the third year of operations beginning mid-August 16. A major change in the innovative college and university-based transit program is the acquisition of new service vehicles. The familiar transit coaches used since 2006 will be replaced this fall with 14 brand new 32 passenger vehicles. The buses delivered to GTA over the summer will take over HEAT's seven routes serving the area's growing student population as well as the general public. Although the make and model of the bus differs significantly from the previous vehicles, they will adorn the familiar design scheme created by a local student. The buses are currently undergoing their transformation through the vehicle wrap process and will be ready in time for the fall semester.

The former vehicles were used by GTA under a lease agreement for the start of the HEAT service. The 14 new buses will now join GTA's existing fleet as city-owned vehicles. Funding for the buses is being underwritten by the same Congestion Mitigation & Air Quality federal grant used for the initial program launch.



GTA To Offer New Transit Route



3.6 million passenger trips were taken in 2007 on Greensboro Transit Authority, and 2008 is predicted to reach 4 million. As the needs of the traveling community grows, GTA will offer a new route beginning this fall to help with the demand. Route 15 Yanceyville Street will begin operations on September 1 and will serve the area of Yanceyville Street. As the specific route is in the planning process, the additional bus route will extend public transportation services to the northeast sector of Greensboro, serving communities such as Brightwood. The route was made possible by recent funding from the Greensboro City Council and Council Transit Liaison T. Dianne Bellamy-Small. As GTA looks to establish the route specifics, the

public has provided valuable input at a series of information meetings held at the Depot and the Craft Recreation Center. Once the route is finalized, look for the details on the GTA website.

A New Home for GTA

Recent rainstorms have been good for lawns, but not for GTA Operations. The maintenance bays at 320 E. Friendly Avenue are dotted with yellow cans to catch the leaking water from above while two offices have sustained water damage from the summer squalls. Add to this cramped parking conditions for buses, a shortage of maintenance bays, and little meeting and parking space for the public, and you quickly see the justification for a new public transportation facility. GTA is working towards just that with a new administration and service facility scheduled for completion by 2011. The site chosen for the building is on Meadowview Road between South Elm-Eugene Street and Randleman Road just south of downtown. Formerly home to a local radio station, the 17.5 acres of land will provide enough space for the new GTA offices which are currently landlocked at its current downtown location at approximately 1.7 acres. Preliminary plans call for 42,000 sq. ft. of office and operations space capable of housing the entire public transportation organization. Expanded meeting space will eliminate standing-room-only meetings and parking headaches. Although the new facility will offer many amenities for staff and visitors, GTA service routes and customer service agents will continue to be based at the J. Douglas Galyon Depot.



Dump the Pump 08

The predictions have finally come true. Greensboro is paying over \$4.00 per gallon for gasoline. Gate City residents as well as people across the country are feeling the pinch of increased energy costs and are now taking a second look at the alternative of public transportation. GTA first began the “Dump the Pump” campaign back in 2005,



even before the American Public Transportation Association adopted it as a nationwide transit promotion. To drive home the message of public transit, GTA has established a website www.dumpthepump.net where visitors can learn about the problems we face with soaring fuel prices and how public transportation can help provide relief. To put the challenges commuters face into perspective, the site offers links to a historical record of gas prices going all the way back to 1990 as well as consumer price index data. Also included are statistics on the use of public transportation and the benefits it offers to riders. As further reinforcement, an interactive calculator can estimate the amount to be saved monthly and yearly by using public transportation in lieu of the

automobile. Hence, more reasons to dump the pump. The site has been publicized in the local media and has supporting advertising on the buses. We hope the next time you are on the web, you take a look and see how the bus can help take the sting out of the pump.

CDOT Snapshot

We knew HEAT would be all the rage with college students, but we didn't expect bunnies waiting to board at the UNC-G stop!



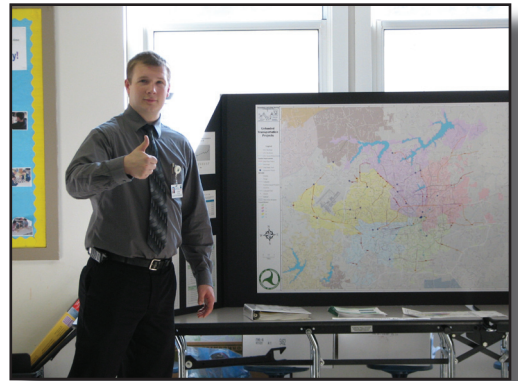
Linda Paschal, Kym Smith, Dee Mitchell and Margie Chrismon along with Adam Fischer greet attendees at the Quality Luncheon.



GTA Board Chair Jennifer Fountain presents a resolution recognizing Mr. Ed Greenlee as the first African-American bus operator in Greensboro.



A local Boy Scout troop takes a ride on HEAT after a tour of the J. Douglas Galyon Depot.



Engineering's Noland Tipton gives the thumbs up on the community's support of the 2008 Transportation Needs.